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tragic story of his expedition there is pathos in the thought that seven years after his sacrifice his discovery should continue to be neglected (See *Bull. Amer. Geogr. Soc.*, Vol. 41, 1909, pp. 23-25). Greenland runs eastward to 12° west of Greenwich; it is represented as terminating on 20° west.

Finally, where is the Overland Trail?

Yosemite and Its High Sierra. By John H. Williams. 147 pp. Maps, ill., index. John H. Williams, San Francisco, 1914. \$1.50. 10 x 7.

A short descriptive and historical account of the Yosemite National Park. The author's love for the region is convincingly and eloquently expressed as he tells of its canyons, ravines, peaks and forests, its waterfalls and lakes. The volume contains over 200 splendid illustrations in half-tone, including eight full-page color-plates. These views, selected from hundreds of photographs, professional and amateur, are particularly fine in portraying the beauties of the "surprisingly neglected" High Sierra back of the Yosemite Valley. Especially enjoyable are the pages devoted to the charms of the valley of Hetch Hetchy, and also the chapter on the gigantic sequoias. In all, it is a most attractive and interesting volume and is a noteworthy addition to Mr. Williams' well-known and popular series concerning the scenery of the American Northwest. To visitors who would know the glories of California and to any who would "see America first," this brief account cannot fail to be of value.

To the geographer, the large number of views embracing a wide vista are of special interest. Where scenery and geological structure are so patently related, the nature-lover's eye is bound to be held by the same landscapes which attract the student of earth forms: the requirements of both are met by such admirable illustrations as the view east from Glacier Point (p. 30), the views of the Yosemite Valley on pp. 47 and 57, and the view on p. 75 which, with its plastic sense of distance, strikingly brings out the relation of the valley trough to the plateau upland.

On Sunset Highways. A Book of Motor Rambles in California. By Thos. D. Murphy. 376 pp. Map, ill., index. The Page Co., Boston, 1915. \$3. 8½ x 6.

Not all of California's roads are of ideal quality, but the state, and especially the southern part of it, is a motor paradise, if that ideal is anywhere realized. The author has not written a guide book, but he has finely reflected by description, by his beautiful monotonies and his reproduction of paintings in color, much of the charm of this favored land. His book gives many impressions of the country that are not revealed by glimpses from car windows.

By-Ways Around San Francisco Bay. By W. E. Hutchinson. 184 pp. Ills. The Methodist Book Concern, New York, 1915. \$1. 8 x 5½.

A little book, recording the writer's outings amid the wild natural grandeur surrounding San Francisco Bay. The glory of the sunset, and the witchery of moonlight, appeal to him, and move him to little versified preludes to some of his chapters. Camera and pencil attended his roamings in the wild, and form a tasteful setting for his booklet. Forest, mountains, stream and sea-shore, and the sea-bottom viewed from a glass-bottomed boat, all ministered to his enjoyment. Trout-fishing in the creeks and wanderings through Chinatown were the opposite poles of his vacation days.

DAVID H. BUEL.

The Winning of the Far West. A history of the regaining of Texas, of the Mexican War, and the Oregon Question; and of the successive additions to the territory of the United States, within the Continent of America, 1829-1867. By Robert McNutt McElroy. x and 367 pp. G. P. Putnam's Sons, New York, 1914. \$2.50. 9½ x 6½.

This book was suggested as a sequel to Theodore Roosevelt's "Winning of the West." It chronicles the events which led to the acquisition of Texas, Oregon, New Mexico and California, and Alaska by the United States. The author has had access to many documents, and in some of the details, notably Andrew Jackson's attitude towards Houston's campaign for Texas, he has

brought to light some interesting facts. His assertion that the record of the expansion of this nation "is singularly free from violence and fraud" and "an achievement in which every citizen of the Republic may feel an honest pride" is correct and when his criticism is severe, as it is against President Polk's actions towards Gen. Taylor, the reader is convinced that a broad view of the situation demands it. A great deal of action by diplomatists at Washington and by soldiers and pioneers in the field is compressed in the volume so that the treatment is brief and at times superficial. The book does not discuss any of the underlying causes for which the geographer is always on the look-out; on the contrary, it is rather a summing up of documentary evidence.

ROBERT M. BROWN.

Flora of the Southeastern United States. Being descriptions of the seed-plants, ferns and fern-allies growing naturally in North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and in Oklahoma and Texas east of the One Hundredth Meridian. By John K. Small. 2nd edit. 1394 pp. Index. The Author, New York, 1913. \$4. 10 x 7.

The second edition of this bulky work by the Head Curator of the Museums and Herbarium of the New York Botanical Garden was published ten years subsequent to the first edition. The main content of the manual is given on the title-page. The known geographic distinction of each species is noted and the usual flowering-period is given, except where the plants bloom throughout the year. The arrangement is essentially that of Engler and Prantl. The book is made helpful to the student by the inclusion of analytic keys of the families, genera and species. The typography is of the same clearness and neatness that marked the first edition. If the book had been printed on thinner paper it would have been much more convenient for the field botanist and student.

JOHN W. HARSHBERGER.

American History and Its Geographic Conditions. By Ellen Churchill Semple. 2nd edit. First ed. in 1903. 466 pp. Maps, index. Houghton Mifflin Co., Boston, 1913. \$1.60. 7½ x 5.

A most admirable book on the geographic environment of the United States at the successive stages of its history, with especial emphasis on the spread of settlement over our continent.

Commendable use has been made of the instructive, but little studied maps by the United States Census of distribution of population for successive decades. They have marked application as diagrams of the advancing frontier, and their great defect, that cities have been eliminated from their population numbers, is here of little moment. The work is one of industry and real learning and it deserves to be widely read and studied. It is full of interest. Miss Semple has sought and found real geographic controls for a multitude of events in our history, that are thereby correlated and brought into intelligible relation. She is fond of figurative language; the American privateers were "gadflies that stung, preyed upon, and almost stampeded English commerce." The banks of Newfoundland "pasture the finny heads of the sea." "When the commercial and maritime drama of Europe was shifted from the stage of the Mediterranean to the Atlantic, those nations who had front seats got the most out of it." But there is abundant insight; our railroads have outstripped those of all other countries because of our long distances, our simple continental build, allowing long, smooth stretches, while our political oneness favored operation in vaster systems than elsewhere.

The Everglades put the United States not 100 but 300 miles from Cuba. No continent to-day shows the political variegation seen in the Antillean archipelago.

American sea-power developed because New England was a half barren coast half way between productive England and the productive Southern States and the West Indies. Presumably the decline of our sea-power had causes that were less geographic. The closing chapters on the United States in relation to the Mediterranean and Pacific should have been rewritten. It is not to the point to-day to read that the United States must regard herself as